

## LOCAL MISCELLANY.

## ROUGH VOYAGES AND SHIPWRECKS.

AN AMERICAN VESSEL LOST IN MID-OCEAN—OVER- DUE VESSEL ACCIDENT FOR.

Charles H. Marshall & Co. received a dispatch yesterday from London stating that the officers and crew of the ship *Alexander Marshall* had abandoned that vessel in a sinking and dismantled condition, and had been rescued by the steamship *Thingvall* and landed at the Isle of Wight. The *Alexander Marshall* sailed from here for London on January 29 with a cargo of 457,799 gallons of petroleum and 11,661 gallons of lubricating oil. The vessel was fully insured and the cargo partly insured. She was one of the last ships built by William H. Webb and was as strong as iron and would make her. Her cost was above \$70,000, and she has been running very successfully in the Atlantic trade until this time. For a number of years she was run in the Black Ball Packet Line to Liverpool until the steamship trade made sailing vessels to the port of Liverpool untenable, and was then run to the west coast port, her cargo being principally coal oil. She was 179 feet in length, 304 feet of beam, 22½ feet depth of hold, and 1,508 tons measurement. She belonged to C. H. Marshall & Co. and others.

A dispatch was also received from Liverpool that a Dutch steamer, supposed to be the *P. Caland*, had been wrecked, and the English Channel, with the loss of rudder and sternpost. The *P. Caland* sailed for New York from Plymouth on February 5, and is one of the steamers reported overdue in yesterday's column.

The steamships *Sorrento*, *General Wedder* and *Utopia*, which were also reported overdue at this port in yesterday's column, arrived yesterday morning. The *Sorrento* is reported to have had a rough voyage as the most tempestuous in its experience. The *Sorrento*, on February 10, encountered a hurricane which continued for several days. The vessel was loaded with great force and threatened to overwhelm the plunging vessel, and it was necessary for those on board to be lashed to the Captain's chair, and the *Sorrento*, in speaking of the experiences of his vessel, said: "The cross seas swept over the ship with great violence, and the officers and crew were almost overcome by being drenched and cold. The vessel behaved nobly, but on one day a very heavy sea swept over our bows from the davits. The passengers were made as comfortable as possible, but were below decks nearly the entire passage."

The *brig Gazelle*, which sailed from here for Exeter, England, on January 25, with a cargo of 100,000 bushels of wheat, was also reported to have had a rough voyage, and the sailors, with the exception of one man who was drowned, have been landed at Plymouth, England.

## DEMANDING HIGHER WAGES.

## CABINET-MAKERS INSISTING UPON AN ADVANCE- SITUATION AT THE STEINWAY FACTORY.

The cabinet-makers of Henry Hermann, who struck last week for an advance in wages of 15 per cent, held a meeting yesterday morning at No. 291 Bowery, and decided to remain away from work until their demand was acceded to. Word was received from the employes of several furniture manufacturers of the city, and also from the Bohemian Cigar Makers' Union, to the effect that pecuniary help would be extended in case of need. A grogshop-keeper sent in a present of \$50. After the meeting, the strikers marched in a body to the Mott-st. factory, where they were paid off.

Before the pay was given, Mr. Hermann made a short speech, in which he said that he could not give the advance asked for, and that he would not entertain the idea. He informed the strikers that unless they signified to the foreman before 6 o'clock their intention to return to work in the morning their names would be removed from the Christy-st. house, or, in other words, they would be discharged. He also said that he would no longer employ men who could not earn more than \$8 a week. The men heard Mr. Hermann's lecture with silent attention, and then, having been first asked to attend a meeting at No. 291 Bowery at 3 o'clock p. m., this meeting was very largely attended, and a resolution was made. It was decided to maintain their position at all hazards, and to send a committee to the various factories to-day, asking for the promised aid. A committee was also appointed to arrange with the Cabinet-Makers' Union to receive all of Hermann's men into membership. A resolution was passed not to approach Mr. Hermann again, but to let him make the initial move in coming to terms. The statement was made that the machinists in the employ of Mr. Hermann were desirous of joining the strike, and that they had been informed that they must sign a promise not to yield until the advance had been granted.

It was stated at the office of the Messrs. Steinway & Sons yesterday that there had been no change in the attitude of the firm toward the striking varnishers and machinists who demand an advance of 10 to 20 per cent in their wages. At the same time it was intimated that the firm was desirous of a possibly early settlement of the disagreement.

The cabinet-makers in the employ of Rohrer & Co.'s factory in East Twenty-third street, who went on a strike, yesterday went on a strike. They demanded an advance of 10 and 15 per cent, which the firm refused. A number of shoemakers employed by a shoe factory in Warren street, have been on strike since Monday. They demanded an advance of 10 per cent.

## SELLING CHICKENS FOR IRELAND.

A meeting was held at noon yesterday in front of the Stock Exchange to witness the sale of fowls in aid of the Irish relief fund. A small platform had been built in the middle of Broad-st., and against this was backed a dais loaded with the coars containing the fowls. The stand and dais were trimmed with American flags. The crowd, which completely filled the way from Wall-st. nearly to Exchange-place, was good-natured, but talkative and boisterous. The steps of the Sub-Treasury were black with men, and the doorways of Broad-st. buildings were filled with spectators. A few women stood at the windows of some of the offices. The vendors, who were mostly Irish, were in the thousands of the crowd with long exhortations and many stories, and Levy played several airs on the cornet. Contributions were received from William Trahan, \$100; Jack & Crook, \$125; and James J. O'Brien, \$300; Henry Hughes, \$250; Sheriff Bove, \$125; George Canfield, \$50. The fowls still remained unsold, as the gifts were accompanied with a condition that the fowls should be sold in the form of a large bird. A large flock of Brahma cock stood on top of a large coop and occasionally gave a sickly crow. This was the signal for a succession of imitations of the crowing of the fowls which infected the throng. From upper windows brokers' clerks and messengers threw among the crowd long streams of tape, which clung closely about the necks and arms of spectators. The crowd was held in place for more than half an hour, and then the birds were sold at prices ranging from \$10 to \$35. The proceeds of the sale were about \$1,100.

## LOOKING AFTER HARBOR INTERESTS.

The Pilot Commissioners had under inspection yesterday a steam-tugger barge, after the same design as those used in Liverpool for taking garbage, refuse, etc., out to sea. Exclusive of the hopper arrangement it is built of wrought iron, and fitted with its own steam propelling power. The hopper is divided into separate compartments on either side of the vessel by a double fore and aft bulkhead, and subdivided into smaller compartments by double bulkheads athwartships. On the bottom of the hull are folding doors operated by a worm gear, and protected from violent oscillations when opened in a rough sea. The length of the hopper is 52 feet, breadth 17 feet, and it has a capacity for 116 cubic yards of refuse material, or a dead weight of 350 tons. It is propelled from eight to ten knots an hour, and there are quarters fitted for officers and crew.

## CONVICTED OF STEALING A DIAMOND.

Edmund E. Stoutenburgh, a well-known sporting man of Newark, who is possessed of considerable means, was convicted in the Courts at Newark yesterday of substituting paste for diamond in a ring belonging to Mrs. Francis Leavitt, of West Orange. The jury was out several hours, and the universal impression was that there would be either a disagreement or an acquittal. The verdict was received yesterday with a good deal of surprise. During the trial Stoutenburgh was held on \$1000 bail. The judge directed that he be taken in charge by the sheriff's officers until \$4,000 could be given. When the verdict was rendered the defendant turned white as a sheet, and his hands trembled. He paid the \$4,000 fine and is now in the city prison, or both.

## OFFERS TO BUY THE CITY'S REFUSE.

Commissioner Nichols received yesterday, at the Street Cleaning Bureau, a delegation from the Farmers' Club which wished to confer with him about the disposal of street sweepings collected by the Department. The Farmers' Club, a committee that the farmers could obtain as much of the sweepings as they desired by furnishing bays to receive the dirt at the dump. Speaking of the subject of the sale of the city with a TARIFF re-

## THE QUESTION OF GRAIN CARGOES.

There was a general expression of approval among shipmasters Monday of the views given in the article in Sunday's *TRIBUNE*—"Loading ships with grain"—as to what the remedy should be to avoid so much loss of grain-carrying tonnage, and a general disapproval of the action offered by Mr. Pillsbury in the British Parliament a week ago, which provides for the compulsory bagging of grain in vessels.

A shipper stated yesterday: "In round numbers, 100,000 bushels of grain were exported from this port during 1870, which is exceptional in the commercial history of this port; 40,000 bushels of this were shipped in steamships, or double the annual average previous to 1870. This excess has attracted to the Atlantic trade a large fleet of Mediterranean freight steamers, lightly constructed and not prepared to stand the severe storms of the Atlantic. Of these large number have succumbed to the force of the elements. The steamers of the regular lines have carried their cargoes without fault, but the smaller vessels have been reported as lost from carrying grain. This is because they have always been properly fitted. The stowage of grain, however, is but one element of danger, and the other is the carelessness of the crew. The Government gave a load-line, but left the shipper to his own devices. The lack of stability in the ship, defective engine power, an insufficient number of men, and defective stowage are all reasons for so many losses."

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## HOME NEWS.

## PROMINENT ARRIVALS.

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